

<i>MI SPS-2</i>	
LTPP SPS Project Deviation Report	State Code <u>2</u> <u>6</u>
Project Summary Sheet	Project Code <u>0</u> <u>2</u> <u>0</u> <u>0</u>
Project-Classification Information	
SPS Experiment Number: SPS-2	State or Province: Michigan
LTPP Region:	<input type="checkbox"/> North Atlantic <input checked="" type="checkbox"/> North Central <input type="checkbox"/> Southern <input type="checkbox"/> Western
Climate Zone:	<input type="checkbox"/> Dry Freeze <input type="checkbox"/> Dry-No Freeze <input checked="" type="checkbox"/> Wet-Freeze <input type="checkbox"/> Wet-No Freeze
Subgrade Classification:	<input checked="" type="checkbox"/> Fine Grain <input type="checkbox"/> Coarse Grain ? <input type="checkbox"/> Active (SPS-8 Only)
Project Experiment Classification Designation (SPS 1, 2 and 8): K	
Construction Start Date: April, 1993	Construction End Date: September, 1993
FHWA Incentive Funds Provided to Agency for this Project: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Deviation Summary	
Site Location Deviations:	<input type="checkbox"/> No Deviations <input checked="" type="checkbox"/> Minor Deviations <input type="checkbox"/> Significant Deviations
Construction Deviations:	<input type="checkbox"/> No Deviations <input checked="" type="checkbox"/> Minor Deviations <input type="checkbox"/> Significant Deviations
Data Collection and Processing Status Summary	
Inventory Data (SPS 5, 6, 7, 9): NA	<input type="checkbox"/> Complete Submission <input type="checkbox"/> Incomplete <input type="checkbox"/> Data Not Available
Materials Data:	<input checked="" type="checkbox"/> All Scheduled Samples Obtained and Tested <input type="checkbox"/> Incomplete
Construction Data:	<input checked="" type="checkbox"/> All Required Data Obtained <input type="checkbox"/> Incomplete/Missing Data Elements
Historical Traffic Data: NA	<input type="checkbox"/> All Required Historical Estimates Submitted (SPS 5, 6, 7, 9) <input type="checkbox"/> Required Estimates Not Submitted
Traffic Monitoring Equipment:	<input checked="" type="checkbox"/> WIM Installed On-Site <input checked="" type="checkbox"/> AVC Installed On-Site <input type="checkbox"/> ATR Installed On-Site <input type="checkbox"/> No Equipment Installed
Traffic Monitoring:	<input checked="" type="checkbox"/> Preferred <input type="checkbox"/> Continuous <input type="checkbox"/> Minimum <input type="checkbox"/> Below Minimum <input type="checkbox"/> Site Related
Traffic Monitoring Data:	<input checked="" type="checkbox"/> Monitoring Data Submitted <input type="checkbox"/> No Monitoring Data Submitted
FWD Measurements:	<input type="checkbox"/> Preconstruction Tests Performed <input type="checkbox"/> Construction Tests Performed <input checked="" type="checkbox"/> Post-construction Tests Performed
Profile Measurements:	<input type="checkbox"/> Preconstruction Tests Performed <input type="checkbox"/> Post-construction Tests Performed
Distress Measurements:	<input type="checkbox"/> Preconstruction Tests Performed <input checked="" type="checkbox"/> Post-construction Tests Performed
Maint. & Rehab. Data:	<input checked="" type="checkbox"/> Complete Submission <input type="checkbox"/> Incomplete <input type="checkbox"/> Data Not Available
Friction Data:	<input type="checkbox"/> Complete Submission <input type="checkbox"/> Incomplete <input checked="" type="checkbox"/> Data Not Available
Report Status	
Materials Sampling and Test Plan:	<input checked="" type="checkbox"/> Document Prepared <input type="checkbox"/> Final Submitted to FHWA
Construction Report:	<input checked="" type="checkbox"/> Document Prepared <input checked="" type="checkbox"/> Final Submitted to FHWA
AWS: (SPS 1, 2, & 8)	<input checked="" type="checkbox"/> AWS Installed <input checked="" type="checkbox"/> AWS Installation Report Submitted to FHWA

LTPP SPS Project Deviation Report Data Collection and Materials Sampling and Testing Deviations	State Code	<u>2</u>	<u>6</u>
	Project Code	<u>0</u>	<u>2</u> <u>0</u> <u>0</u>
<input checked="" type="checkbox"/> Comments Pertain to All Test Sections on Project <input type="checkbox"/> Comments Pertain Only to Section(s): (Specify)			
Data Collection & Material Sampling and Testing Deviation Comments:			
Early in the project, elevation measurements were not taken at the required embankment layer locations.			
Elevation measurements have only a fair to poor correlation with the measured pavement thickness.			
Fresh concrete samples of test section 260259 were not obtained within the limits of that test section.			
The AWS was not installed until 1996. Until then, climatic data was obtained from the Toledo, Ohio Airport, which is ±10 miles away.			
Split spoon samples were used in place of shelby tubes, due to the hardness of the subgrade and the presence of gravel and cobblestone.			
The strength of the concrete in test section 260219 is well below that of the other sections constructed with 550 psi concrete.			
The profile measurements were not performed until October 1994.			

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Construction Guidelines Deviations	Project Code	<u>0</u>	<u>2</u> <u>0</u> <u>0</u>
<input checked="" type="checkbox"/> Comments Pertain to All Test Sections on Project <input type="checkbox"/> Comments Pertain Only to Section(s): (Specify)			
Construction Guidelines Deviation Comments:			
The moisture content of the compacted subgrade was not within the range of 85% to 120% of optimum for test sections 260213, 260214, 260215, 260216, 260217, 260218, 260219, 260221. This resulted in severe desiccation cracking of the subgrade which the contractor had to rework.			
The DGAB layer in test section 2602121 segregated. The contractor reworked and improved the area but some segregation still existed.			
The surface of the DGAB was not kept uniformly moist in test sections 260213, 260214, 260215, and 260216.			
The underdrain filter fabric did not extend the minimum of 1' under the pavement.			
Traffic was allowed on the outside shoulder of the PATB, which resulted in rutting of ½" to 1 ¾".			
A transverse construction joint in the LCB was located within the test section limits.			
The paving equipment was allowed to operate on the outside shoulder area of the LCB, which resulted in longitudinal cracking in test section 260217 and 260220.			
Fresh LCB samples revealed a slump lower than the 1" limit for test sections 260218, 260219, and 260220.			
Cores of the LCB in test section 260218 did not satisfy the thickness tolerance of design $\pm 1/2$ ".			
Fresh concrete samples revealed a slump lower than the 1" limit in test sections 260215 and 260219, and air contents lower than the 5.0% limit in test sections 260214, 260219, and 260220.			

